LOST AND FOUND.

100 REWARD.—THE HOUSE OF THE SUBSCRI100 REWARD.—THE HOUSE OF THE SUBSCRI1ariously entered on Monday evening, April 25th, 1833, he
ween seven and cight o'clock, and the following articles
tolen, to wit :—one gold hunting anchor watch. No. 4,189,
old cap and white dialt, F. Baillod, maker; one lady's gold
hain, with hook, seals and key, one diamond ring, single
tone, about 1½ carat; one diamond hoop ring, five stones,
lue enameled setting; one ring, two diamonds, and emerald
a centre; one large emerald ring; one small diamond ring,
lingle stone; cne diamond ring, three rose diamonds; one
ady's brooch, imitation diamonds; one gold flat chain braceet, with armet and turquoise clasp; one bair bracelet, with
old snake head, and emaneled locket; one chased gold ring;
ne small gold penoid case; one large gold penell case, shone
sead, engraved with letter V; one gold bracelet clasp, with
open stone; one gold watch key, in shape of door key; one
rich two & billie. Anife; one porte mounting sarnets; one
enconce watch case. A reward of \$100 will be paid for the
property, or in proportion for any part.

PLO REWARD.—LOST. ON THURSDAY, THE 21ST

10 REWARD.—LOST, ON THURSDAY, THE 21ST of April, from Througs Neck, a black pointer dog, the a chain collar on. Whoever will return the same to Morris, 85 Assam street, room No. 10, will receive the over reward and no questions asked.

5 REWARD.—LOST, ON SATURDAY MORNING, A blarge white and brown setter dog; head and ears brown. The above reward will be paid by leaving him at leegge Pearce's, 119 Tenth street, between Broadway and University place.

55 REWARD.—STRAYED, ON SUNDAY, THE 15TH DO a pair of steers, one white the other red with a line sack. Whoever will give information where they may befretovered will receive the above roward and thanks of the sawer by applying to J. Chappel, No. 60 Fulton Market or 5 Third street.

REWARD.—LOST, ON TUESDAY AFTERNOON, near the steambeat landing fo;ot of Chambers street, illow and black Scotch terrier dog answers to the name facher. Whoever will return the same to No. 19 Fifth nue will receive the above reward.

ANE LOST.—A BLACK INDIA RUBBER CANE
I with allver head, with subscriber's name upon. Any one
turning it will receive \$5 reward.
ANTONIO PELLETIER, 98 Wall street.

OST-ON PRIDAY EVENING LAST, IN OR NEAR I the Broadway Tabernacle, a pair of gold spectacles. The finder shall be rewarded by leaving them with E. P. Hatch, 51 Broadway.

Lost-on Sunday Evening, The 15TH INST., between New York and Manhattanville, a new boat, 16 feet long, psinted black, with green bottom. \$10 reward will be paid for her. Apply on board the yacht Spray, Desbrosses treet, North river, or at 78 South street. OST-ON MONDAY, A BRINDLE TERRIER SLUT, with ears cut. The under will be rewarded by leaving r at No. 23 Washington square.

LOST-A NOTE, DRAWN BY LOUIS ANRICH IN favor of M. E. Harris, and endorsed Marcus E. Harris, factor for \$331.50, dated 1st May payable three months after date. All persons are cautioned against negotiating the same. S. D. MOSS, 71 Catherine street.

OST-A LITTLE DOG, WHITE AND BLACK, AN swered to the name of Flora; has the hair shorn shout the face and paws. Whoever will return the same to 170 Tenth street, will be suitably rewarded.

OST-ON MONDAY EVENING, 16TH INST., IN Eighth avenue, between Sixteenth and Seventeenth streets, a gold curb guard chain; the finder will be liberally rewarded by restoring it to the owner, 236 Eighth avenue, or 50 Dunne street.

NOTICE.—A BOAT BEING PICKED UP, MARCH 14, supposed to be stolen, the said boat being advertised for two days at the time, and no person appearing to claim her, this is to notify all persons concerned, that if the said boat is not claimed, and all expenses paid, before Thursday, the 19th inst., the said boat will be sold on that day. For particulars apply to Thomas H. O'Brien, or James Turner, IAS South street.

STOLEN-FROM THE BATTERY, ON SATURDAY
O evening, lith inst., a soventeen foot row boat, painted
green outside, blue gunwale with red stripe, white inside.
Any person returning the said boat will receive five dollars
reward.
HUGH BURNS, Pier No. 4 North river.

THE SUBSCRIBER HAS LOST THREE CERTAIN bank notes, payable at Jefferson County Bank, vis.—One note for \$70, endorsed by S Hazeiton, one for \$70, endorsed by T J. Hazeiton, and one for \$100, signed by Irac Cole, and endorsed by F Fuller & Peck; also, a promissory note, signed by Irac Cole. The public are cautioned against taking such notes, as they belong to me.

THOS. J. HAZELTON.

THE MILITARY.

MILITARY.—SEVENTH REGIMENT, NATIONAL Greys.—A new uniform, coat, pants, epanlettes, caugilett and rash made for a staff willow, for raio very cheap. They are all offshe best quality, and frimmed with the bot of face. Apply to Mr. WILLIAMS, No. 9 Chambers street, between 10 and 4 o'clock.

TEAS.—HOTEL PROPRIETORS, BOARDING HOUSE keepers, and dealers in tea, will effect a great saving by making their purchases at the great tea market, No. 1 Chambers street, corner of Chatham street. Ten pounds of capital coffee \$1, and five pounds of good tea \$1.25.

CRAMERCY HOTEL.—THIS ELEGANT AND FASE of ionable hotel, corner of Broadway and Twasties atreet, with its extensive additions, coragraining over 22 rooms, is now ready for the accommodation of the public. The proprietor intends that this howe shall continue to descree its high reputation as a first class hotel. A pay 201

HOTELS SALOONS AND PRIVATE FAMILIES DE As is not of obtaining good and compatent waiters, are requested to call at the office, 688 Broadway, near Fourth attreet, where they will find none but the most accomplished and gentlemanly waiters. Employers can obtain waiters free of charge. Hotel proprietors desiring a compatent stoward or head waiter, with a body of men to take charge of a hotel or dining room, in any part of the United States, can be accommodated by addressing a note to W. S. HAMILTON, 565 Broadway, New York. Mansion House, Brooklyn Heights. - STRAN

WAYERLEY HOTEL, 607 BROADWAY, CORNER OF Fourth street.—This hotel, having been fully remodelled and enlarged, is now prepared to supply private families, as well as transient visitors, with accommodation not to be surpassed in the city. RENALL, 697 Broadway.

10,000 DOZEN OF CLARET WINES, FROM \$1.50 cin, rum, errottale, &c., in every grade. Heidsleck, Charles Heidsleck, &c. champagnevines, choice Havana segars, &c., ave offered at twenty per cent below any other house, by W. H. UNDERHILL, &W Broome street, corner Crosby. 10,000 DOZEN OF SCOTCH, EAST INDIA, BUR-London, Guinnesse, Robt. Mandas and extra Philadelphia XXX porter and brown stout: club schnapps, Schledam schnapps, and old tom gin, the best imported. For sale by H. UNDERHILL, 430 Broome street, corner of Crosby

BRANDY, WINES, SEGARS, &c., AT 389 FOURTH Daveaue, corner of Twenty-eighth street, branch of W. H. Underhill's establishment, 439 Broome street, under the superintendence of George B. Browne. The choicest assortment of alse porter, cordials, wines, &c., expressly suited to family use, at twenty per cent below any other house. PETERS & CHAMBERS, 200 BROADWAY, IMPORT ers, offer for sale wines, brandles and segars of all kind-grades and qualities, in any quantities, at the lowest trad-price. Buyers are requested to examine our stock, as grea-inducements are offered to each and short time buyers.

The PUBLIC ARE prized and poisonous gin in jugs, and selling it under the name of schnapps.
That name belonging exclusively to my gin, all others are counterfeit.
The genuine has my name on the jug and cork, and a facsimile of my signature on the label.
UDOLPHO WOLFE, 18 and 22 Beaver street.

NYR & CO., SHIP AGENTS AND COMMISSION Merchants, Valparaiso.
WILLIAM F. NVE, F. A. RICHARDSON, AUGUSTUS LOMBARD.

SANTIACO-Hon. Baille Peyton.

YALMARAISO-Hessrs. Alsop & Co., Hemenway & Co.
PANAMA-Messrs. Corwine, Bro. & Co., Garrison & Frits,
Wm. Nelson & Co.
Liverycol-Messrs. Bowman, Grinnell & Co., William LIVERPOOL—Messrs. Bowman, Grinnell & Co., William Jackson, Esq.
Naw YORK—Messrs. E. K. Collins & Co., Goodhue & Co.,
Capt. Erra Nye, steamer Pacifo.
BALTIMORE—Messrs. John Henderson & Co., Thomas J.,
Hand & Co., White & Elder.
San Francisco—Messrs. Flint. Peabody, & Co., Hussey
Bond & Hale, Chas. Donne, Esq., J. H. Lyon, Esq.
Becron—Messrs. Ammi C., Lombard, Esq., E. D. Brigham
Co., Glidden & Williams.
CANTON—Nyo, Perkins & Co.

YOUNG MEN GOING TO CALIFORNIA MAY HEAR of an agency of an entire new article, where 2 con A of an agency of an entire new article, where \$3,000 may be realized in one year, by applying to the subscriber, at his office, between 3 and 5 office to H. H. HART, 129 Madison street. FURNITURE.

OUTTES OF COTTAGE FURNITURE, ALL SHADES.—
Nood top suites, \$25; marble top sets, \$35 to \$500. Hotel
and boarding house proprietors and private families will find
the above the best and cheapest suites to be bought anywhere. Mattresses and pallisses made at the lowest wholesale prices, and warranted pure hair.
EATHEWS ASTACT, \$25 Broadway, cerner Springs).

ADDITIONAL PARTICULARS OF THE LOSS

BARK WILLIAM AND MARY.

Names of a Portion of the Passengers and Crew. Statements of the Captain and One of the Hands,

We are enabled to lay before our readers this morning some additional particulars in relation to the loss of the ship William and Mary, of Bath, Me., off the Great Isaacs, in the Bahama Islands. The ship was 512 tons burthen was built in Bowdoinham last year, and was owned by John Harward, of that place. She was insured in Boston for \$26,000, at the following offices:—New England \$10,000; City, \$8,000; and Hope, \$8,000. The passenger agent in Liverpool was James Chambers.

About eighty of the passengers were Germans, who were going out in company, with the intention of set-tling on a large tract of land which had been bought in Illinois. The remainder were composed of Irish, Eng-lish and Scotch—the Irish forming the largest proportion. One of the sailors is of the opinion that some of the pasupon it, or by floating on some fragments of the vessel. This he considers not at all improbable, as there were two or three sailors left behind on the vessel, and these, he believes, would have devised some such means of sav-ing themselves and some of the passengers. Should they have done so, they would not be long floating about be fore they would be picked up by some vessel, as the place where the William and Mary foundered is a general highway to vessels bound south.

Of the rescued passengers not more than three or four were women, and these flung themselves precipitately over the side of the sinking vessel into the boat. Several were severely hurt in jumping into the boat, and some leaped into the water in their efforts to escape. One of the sailors, named John Best, says that the boat in which he was, was so crowded that they were seriously debating the propriety of drawing lots to see who should go overboard, as it was feared that the boat would be swamped. The poor fellow was standing on the side of the vessel just as the rope which held the boat was about to be cut, and asked the mate would he jump; but re ceiving no encouragement from him, he was about giving himself up for lost, when he thought that by rendering some service he might be allowed to get into the boat. Knowing that they were in want of a sail, he took one of the ship's skysails and handed it to those in the boat who, although the boat was already overcrowded, could not refuse him a chance for his life. The rope was cut by another sailor, named Ridley, who immediately after jumped into the water and was taken on board.

The following is a detailed account of the disaster,

which was written by the Captain of the William and

Mary:- Statement of the Captain.

TO THE EDITOR OF THE NEW YORK HERALD.

Six-In your statement of the wreck of the ship William and Mary, of Bath, Me., there are some inaccuracies which I desire to correct to prevent any false impressions from being entertained in relation to that disaster. This I consider but an act of justice to myself, and to prevent the possibility of false reports being circulated hereafter.

The William and Mary sailed from Liverpool for New Orleans on the 24th of March, with an assorted cargo and 208 passengers, including the cook and steward. Nothing of particular moment occurred during the passage, save the deaths of fourteen persons, and one birth, until after passing the Hole in the Wall on the morning of the 3d of May. The wind was blowing fresh from east southeast, and the weather partially cloudy. I found it necessary to carry a heavy press of sail in order to make the Isaacs before dark. Up to 12 M. Stirrup Key bore south ten miles. I then shaped my course west by north for the point of Soundings north of the Geeat Isaacs, when the weather became still more cloudy and unfavorable, with a heavy sea. Owing to these circumstances it was impossible toget the sun's al-titude, that we might determine how far we were to the westward. At sunset, about 7 o'clock, the weather became very thick and the wind increased in squalls, chang. ing to the southeast. At 8 P. M., judging ourselves to the northward and westward of Great Isnaes, kept the ship west by south, and commenced heaving the lead; at 8 found no bottom in twenty fathoms; at 8.15 the same; at 8.30 struck on a sunken rock, and hung about midship, with ten fathoms water all around. After pounding pounded a few times and went off. We then let go the auchors, and commenced getting out the boats-the passengers at the pumps, but could not keep her free. 12, midnight, found four feet water in the hold : 4 A. M .. weather black and squally, with a heavy sea, eight feet water in the hold, both pumps going ; 7 A. M., ten feet water, and the ship going down : mates and crew in the boats, together with as many passengers as could be stowed in the longboat and lifeboat, the other two boats having been stove after launching. At that time the passengers abandoned the pumps in despair, and finding it utterly impossible to save the whole of them, it was greatest difficulty that I could induce to launch the longboat, so great was their fear of being

I should state that at this time (7 A. M., 4th of May,) the Great Isaacs bore east southeast six or seyen miles, the wind blowing heavy from the southeast in squalls, so that it was for us to have reached them against the wind and sea. unless we ran the risk of losing the lives of those we had been so fortunate in saving from the sinking vessel. The only resort now left us was to keep our boats before the wind and the sea, in the hope of reaching the Florida coast. Half an hour after we left the ship she disap peared, and we supposed that she had gone down, together with probably one hundred and seventy passen gers, and one or two of the crew, and the ship's steward. At 12 M. a bark hove in sight, bound up the Gulf, which proved to be an English vessel. The lifeboat in which I was, was too far to leeward to be seen by the bark, but she fortunately fell in with the longboat containing the passengers and some of the crew, and picked them up. The number of passengers and crew in the longboat was, as near as I could judge, about twenty. At one o'clock a brig hove in sight, which proved to be the Reuben Carver, of Rockland, Maine, Captain Cobb, bound from Sagua Is Grande to New York. She was at the time we boarded her, under close reefed foretopsail and two reefed mainsail. As Capt. Cobb's conduct in not look ing after the sinking vessel has been censured in some perfectly impossible to have best his vessel against the wind, sea, and Gulf stream, to reach the William and Mary, even if she had been afloat, which it would have been foolish to suppose. I would take the present opportunity of returning my thanks to Capt. Cobb and his lady for their kindness and hospitality to myself and those who were saved with me. They did everything in their power to render us comfortable.—Your obedient servant,

The following statement of one of the crew will be read

with painful interest. It is a plain but, we have no doubt, a true account of the terrible disaster:-We weighed anchor on the 24th March, and set sail on the same day from Liverpool, bound for New Orleans; the wind was favorable, and the passengers seemed happy in anticipation of a pleasant and prosperous voyage. The wind continued favorable for jus two or three days, until we were safely out from the channel, which is most dreaded by seamen. Nothing transpired after this worthy of note for some days, when we experienced a very heavy gale from the southwest, which lasted nearly two weeks; the ship being loaded very deep with iron, and that being all in the lower hold, caused her to roll very badly; indeed semetimes it was impossible to get about the deck with safety. After this we were highly favored, not having occasion to reef topsails again. The passen gers were all in good health and spirits, except the Ger-mans, thirteen of whom died during the passage. Of those the most were children, all I think, except three or four. There were fifteen deaths during the passage nall, the other two being Irish. On the Sd instant nade land about 2 A. M., and ran down and passed the ighthouse on the Hole in the Wall about 7 A.M., with a strong breeze from the southeast. This we passed safely, and made Stump Key to the leeward at half-past ten.

as usual during the rest of the afternoon, and at five, as as usual during the rest of the afternoon, and at five, as was our usual custom, we got supper. This night, however, the starboard watch were engaged in shortening sail. It was my watch below from six to eight, though I speat the most of it on deck. Ido not remember seeing the passengers more cheerful than they were this evening. I conversed with a number relative to their intentions on their arrival, the friends they expected to meet, and their prospects. At 8 P. M. I bid them good night, and in obedience to the command of the mate went

and in obedience to the command of the mate went aloft and helped to furl the mainsail. After executing a

few other orders, it being my lookout, I went forward and relieved it, as near as I can remember about half-past

eight. When I stepped on the forecastle I heard the mate order the lead to be carried forward. The man had struck. Orders were given immediately to brace the yards round, which was done as soon as possible but without effect. By this time the passengers were all on deck, running and screeching "We are lost!" and crowding the deck, so that it was almost imposs to get from one part of the ship to the other. The Cap tain ordered the boats to be cleared and launched. The two lifeboats were launched first, and four men got into the starboard boat, taking with them two cans of water, a compass, and some bread. They remained in the boat all night, and with the greatest difficulty kept her from being stove. The larboard boat was safely launched, and but about half an hour after was stove under the quarter. This was caused by the decks being so crowded aft that the boat could not be dropped astern. The boat at the cranes was so filled by the passengers that they bent the cranes down to the water. This boat was atove also. The longboat was still remaining on the after house, unfit to be launched without caulking. Part of the crew were ordered, however, to get that ready, and the remainde to lay forward and get ready to cut away the mast. The ship was now rolling very heavily, the sea breaking over her every few minutes during the squalls. Some of headstays were cut, and everything got ready to let the foremast go overboard, but the Captain gave orders not to cut it, as the sails kept the ship from rolling. We

were then ordered to lay aft, and do what we could to get

caulking, tearing up our quilts for the cotton to caulk with. We had been here but a few minutes when she

went off the rock; all expected she would sink immediate-

ly. Her anchors were let go as soon as possible, and after

drifting a few rods she struck again so heavily that it

prostrated many on the deck, and it was evident to all

that the ship could not possibly stand but few more such

the longboat ready to launch, after which we commence

shocks. The scene was now dreadful beyond description. Some were upon their knees, praying for the Lord to have mercy on them—some were crying, others were running catching hold of the officers and crew, begging them to save them, telling them that they were unfit to diethat they were unprepared to meet their God. Some who had the evening previous been boasting of their infidelity were the first upon their knees, and loud est in their cries for God to have mercy upon them. It now seemed evident to all that the ship would go down immediately. Men who before this had acted their part nobly, now ceased to make any effort to save themselves or others. Some went to a cask of liquor that was be tween decks, and there forgot their dangers and troubles. The mate and myself went below about twelve, to ascertain, if we could, the amount of water in the ship. It was then but little above the kelson, much less than was expected. We informed them on dock immediately, which seemed to encourage the hope that the ship might be kept affoat until some assistance could be procured. They labored more earnestly at the pumps, and all who were willing to work were kept caulking the longboat. It was almost impossible, in fact, to get them to work, as they despaired of saving themselves. The mate and my-self again went to the hold to find out whether the water was gaining, and found that there were seven or eight feet of water. We still endeavored to encourage the passengers to work at the pumps, hoping that she might be kept afteat till daylight. At daylight we looked after the boats, and found that the quarter-beat was stove. The mate, not being aware of its con dition, got into it and attempted to bail it, but making no progress, he was finally compelled to give it up. He then got into the life boat, not daring to return on board the sink-ing ship, which was at this time rapidly going down. I got into one of the boats that was stove, and hauled myself alorg by a rope running, from the ship to the lifeboat, into which I got. I was followed by John Best, who jumped overboard and swam to the boat, which was now about as full as it would hold. The spray was breaking over it. The captein was the last who got into the lifeboat, and even then he had to be urged very strongly they knew there was no longer any hope, and became perfectly frantic with despair, screaming and calling wildly for that assistance which it was impossible to render them. As soon as the captain left, six of the crew, who still remained in the ship, got ready the long boat, into which several of the passengers jumped indiscriminately. I never saw anything in my life so fearful. Women and men jumped overboard from the after part of the vessel near where the boat in the long boat, was compelled, with a hatchet, to keep off the passengers who were crowding into the boat, and who, if allowed to enter it, would undoubtedly have sunk it. We cut our boat loose from the vessel, rigged a sort of sail, and ran before the wind. The longboat followed immediately, and we kept company for a short distance. long boat picked up between two and three hours after she left the vessel. About two hours later we were picked up by the Reuben Carver, Captain Cobb. say that we received every kindness and attention that

the captain, his wife, and crew, could render us. List of Officers and Crew The following is a correct and complete list of the offi-cers and crow of the lost vessel :-

OFFICERS.
Captain Stin.on, of Bordenham, Ma.
First Mate—Samuel B. Welch.
Second do —Loami Ross. Stephen W. Perrington, of Maine.

Stephen W. Perrington, of Maine.
Nicholas Card, 47
John D. Best, 47
Henry Moore, of New York.
Edward Weeks, of New Brunswick.
— Williams, of England.
Issac Grilley, of Harpswell, Ma.
Lemuel Pebble, of Woolwich, Ma.
Samuel B. Harris, of Providance, 2.
Thomas Allen, of Baitimore, Md.
Leseph Roe, a Porturasa.

Joseph Roe, a Portuguese. Wm. Busby, (steward of the ship,) of London. Patrick Ward, of Philadelphia. Of these, the first nine, including the officers, were saved on board the lifeboat by the Reuben Carver, and Isaac Gridley, Lemuel Pebble, Samuel B. Harris, and Thomas Allen, were in the long boat. The remaining three are supposed to have been left on board the ship

List of a Portion of the Passengers. As none of the papers of the vessel were saved, it is im possible to give the names of all the passengers. The following are the names of those who were known to the sailors by association with them during the passage:-Mr. Brooks and his wife, who intended, after their ar-

rival in New Orleans, to go to Texas. They had no chil-

dren, and were both from England. Mr. Luke Steward and wife, from England. They had two children, one about 5 and the other 7 years of age, named Alice and Ann. They were also accompanied by a narried daughter and her husband, the latter of whom, it is thought, was saved in the longboat. The whole family were going to a place about four or five miles from St. Louis, where Mr. Steward and his son in-law, both miners, intended working in a mine.

Mr. Brown, his wife, and three sons, the eldest of whom

Mr. McClusky, his wife, and eight or nine children, all of whom were going to Wisconsin. Mr. McCiusky was from Ireland, where he owned a farm.

Ann Martin, and a young woman who was generally known on board the vessel by the name of Kitty-both were in company with Mr. McClusky and family. Ann Martin was going to her unde in Galena, but the destination of the other was unknown.

Joanna Boes or Bores, who was from Kilbenny, Ireland, and who was sent for by her brother living in New Or leans. We should state that there is some doubt with regard to the surname of this woman, and that it may be spelt somewhat different from the manner in which we have written it.

Rose Ryan and her brother Patrick, going to Galena to

a brother or uncle, who lives there. It is thought that ose Ryan was among the saved. She was about twentythree years of sge.

Bridget Donnelly, about twenty-three years of age, going to meet her husband in New Orleans. Her husband lives in Indiana, but was to have met her on her arrival. It is thought that she was saved.

Sally Archer, a widow, and two or three children, going to some friends in New Orleans.

John Dolan, going to New Orleans. He was about thirty-five years old. Luke Cavanagh, who was going to his brother in New

A young man named Miller, from near Edinburg, and going to Texas. He was about twenty-six years of age.
Patrick Kiltee, from Ireland, about twenty-five years of

Dominick Doyle, from Ireland, twenty-eight years of

A man thirty-eight years of age, named O'Brien. Peter McDonald, passenger's cook, going to New Orlean

We may state here that we have in our posses number of private letters belonging to a Frenchman who was one of the passengers. The following is the

MONSIEUR. * BONNE,
MONSIEUR AIME BONNE,
Poste-restante,
LIVERPOOL.

Captain Stinson complains grievously of the unguarde state of that part of the Bahamas on which his vessel was wrecked. The following communication, which was written in 1851, shows that even at that period it was brought to the notice of the government, in the hope that due provisions would be made to protect vessels naviga-ting that portion of our waters. Had the matter beer attended to at that time, the metancholy calamity which we have recorded might have been prevented :-

we have recorded might have been prevented:

OFFICE OF THE BOARD OF UNDERWRITERS, }

Of the City of New York, 20th Sept., 1851. }

To the Hon. Danks. Wide the, Secretary of State of the United states, Washington City:

Iwan Sir:—The wants of commerce in the Gulf of Mexico require that a lighthouse should be built on the rocks known as the "Isaacs," on the Bahams Banks. It is understood that our minister in London has made a communication to the British government on the subject. I have reason to think that I express the wish of the merchants and underwriters in calling your attention particularly to this subject, and requesting that you will favor this matter, and instruct our Minister to press this subject upon the attention of her Majesty's ministers for a final and favorable decision.

inal and favorable decision.

I am, very respectfully, your obedient servant,
WALTER R. JONES, President. Capt. Nickerson, of the schooner Smith Tuttle, who rrived here on Sunday last from Bay Port, Florida, in forms us that on the previous Wednesday, when about one hundred miles north of Matinilla Reef, Bahamas, he was spoken by a British bark, from New Orleans, bound to Liverpool, with cotton, who reported having picked up on the previous day twenty-five passengers of an American ship, and wished Capt. Nickerson to take them on board. Owing, however, to the latter's vessel being of small tonnage, with a very short supply of water and provisions, and filled with a large cargo of timber, he could not take them. The bank also reported that she had previously spoken a brig who had declined taking then

These passengers, as we have already stated, are doubtless those who escaped in the long boat from the

Police Intelligence.

Brutal Conduct of a School Teacher.—Yesterduy morning officer Mansfield arrested David H. Crittenden, principal of the Mechanic's Institute school, in Crosby street, on a warrant issued by Justice Bogart, wherein he stanischarged with whipping a boy about twelve years of age named Edward Sayder, in a most unwarrantable and cruel imanuer. The poor boy's legs and back had been cut by the repeated blows of a rattan causing the blood to flow in many places. Mr. Henry Snyder, father of the child, residing at No. 5 Amity place, appeared before the magistrate and made the necessary affidavit, the boy not being able to attend, in consequence of the Injury. Mr. Crittenden was brought before the Court, and the magistrate required him to find bail in the sum of \$300 to answer the charge at the General Sessons.

The Fuglitice from Alikany—"Justice is Slow, but Sure."—In the year 1848 a notorious their known as Bob Sutton, and an appear of the teamboat their known as Bob Sutton, and an appear of the standard that the standard that the standard the standard the standard that the standard the standard the standard the standard that the standard the standard the standard that the standard charge, after the lapse of about five years. We under-stand that the reward of \$75 will be forwarded to Mr. Keefe on the delivery of the prisoner to the Sheriff at

charge, after the lapse of about five years. We understand that the reward of \$75 will be forwarded to Mr. Keefe on the delivery of the prisoner to the Sheriff at Albany.

A Desperale Assault on the Police—On Sunday evaning a violent assault was perpetrated on two policemen of the Twentieth ward, by Philip and Peter Monehan, and John McDermott, who inflicted very severe lajury on the persons of policemen lawis and Blies, while in the discoarge of their duty. It appears that a disturbance had taken place amongst the accused parties and some of the persons, in an oyster cellar, situated at the corner of Thirty first street and Fighth avenue. Policeman Blies was called to the some of tunult for the purpose of questing the disturbance but no somer had be entered the premises, than he was fallen upon by the two Monehans and others, who knocked him down, took the club from his possession, and beat him in a shameful manner. Policeman Pavis was attracted to the cellor, and rushed in to assist Bliss, and like vise received a revere beating. Mr. Bardo and Mr. Fianigan, citizens who happened to be near the riot, rendered great assistance to the officers, and possibly saved the riot of Davis, as Fhilip Menchan was in the act of throwing a heavy stone at Davis, when his arm was stopped by Mr. Flanigan. After a desperate fight, the accused parties were taken into custofy, and conveyed to the station house, and in the morning were taken before Justice Mofrath, who committed them to prison for trial in offault of bail.

The Police and the "Short Boys."—We have already noticed that Captain Turnbull, of the Eighth ward, had on Saturbay caused the arrest of eight or ten young men known by the appellation of "Short Boys," who are charged with having no visible means of a livelihood, but provi about the ward, and congregate on certain corners of streets, concocting all kinds of nefarious operations. The prisoners were taken before Justice Stuart. on Monday afternoon, who, on the evidence, convicted five out of the eight, named Char

Jersey City Intelligence.

IMPROVEMENTS.—The estimated cost of building the sewer canal, which is to extend from Communique to Hoboken bays, is \$75,414,271e main and tributary sewers, including side culverts and cess pits, will probably content \$405,428, and ten per cent for contingent expenses, making the whole cost of sewering Jersey City \$563,020. When the canal is completed, the city—an area of twelve hundred acres—will have its water front increased in length from two and a half to five and three-sixteenth miles.

Political Intelligence.

Hon. John Bragg, who represented the First district of Alabama in the last Congress, has written a letter declining another nomination, and says: "As things are now conducted in the House of Representatives, I am as little suited to that body as that body is to me."

Hon. Nat. Cook has been elected Judge of the Dallas Circuit. Alabama.

Alexander Morely, Eeq., senior editor of the Richmond Whig, has been nominated as the whig candidate for Congress in the Sixth district of Virginia.

William O Goode is the democratic nominee for Congress in the Fourth district of Virginia.

Colonel L. M. Keitt, of Orangeburg, has been elected to Congress over Colonel W. A. Owens, of Barnwell, by a majority of 400 or 500 votes, in the Third district of South Carolins.

William Barksdale, of Loundes, has been assisted the democratic property of the demo

Domestic Miscellany.

The wife of Mr. Matthew Tuck, of Farmington, Ms., on the 6th inst., gave birth to three smart boys, weighing seven pounds each, and the mother and children are all doing well.

ARRIVAL OF THE BLACK WARRIOR

VERY LATE FROM CUBA.

SPANISH INTRIGUES. HIGHLY INTERESTING FROM MEXICO.

Gen. Arista in Favor of Annexation to the United States. &c., &c., &c.

The steamship Black Warrior, R. W. Shufeldt, U. S. N., commander, from Mobile May 9, and Havana 12th inst., at 3 P. M., arrived at an early hour yesterday morning. There was nothing new at Havans; the health of that city was good, and the general peace of the island undis-

The English Mail steamer Avon, from Vera Cruz, with dates to the 5th inst., arrived at Havana on the 10th inst. Among her passengers was General Mariano Arista, ex-President of Mexico, who has been banished from that country by Santa Anna's government, and is now on his way to Europe.

The Common Council of Tampico having refused to acknowledge Santa Anna as President, the whole body were made prisoners by Gen. Woll, the military Governor of that place, and sent to Mexico.

The smallpox and cholera had made their appearance

at Vers Cruz, and a considerable number of cases had The Black Warrior brings 142 passengers, whose names will be found elsewhere.

OUR CUBA CORRESPONDENCE.

Havana, 12th May, 1853.
Important News from Mexico-Spanish Intrigues with Santa Anna-Efforts to get Mexico-What will Santa

The British mail steamer Avon arrived here from Vera Cruz, on the 9th instant, bringing very interesting and important intelligence from the Mexican Republic and also having the ex-President, Don Meriago Arista, on board. Many newspapers has been suppressed, and the board. Many newspapers as A decree of General Santa liberty of others restricted. A decree of General Santa Anna dismissed from the army all those officers who had voluntarily constituted themselves prisoners to the North American army which invaded the republic in 1847. Gen. Arista was put on board the Avon, at Vera Cruz, under an armed guard, who had instructions, in case the steamer had left, to hold him as prisoner in the astle of San Juan de Ulloa, until an opportunity offered to send him cut of the republic, to which he is not to re-turn until permitted so to do by the government. My old friend, General Almonte, goes to Washington as Micister Plenipotentiary; General José Lopez Uraga, to Prussia; and the late consul at this place, Burbaventuro Vivo, has been ramed Minister to Spain. General Santa Anna has just been decorated with the grand cross of Charles the III. of Spain, sent to him by Queen Isabel, through her new Ambassador to Mexico, the Marquis de Rivera, and which had been graciously accepted by the new dictator.

You will receive a full file of Mexican papers, contain ing much interesting information as to Santa Anna's pro reedings, much of which will require a little explanation to enable you the better to understand some of the extraordinary moves which he has already been making, and which have already began to strengthen the rumors abroad that Mexico is again soon to be transformed into dependency of the Spanish crown.

Just previous to the war of 1817, Paredes, then Presi dent of Mexico, had entertained seriously the proposition which had been made to him by the Spanish government to bring about a revolution in favor of some member of the reigning family of Spain, who required to be provided for with a crown in Mexico; after a considerable sum of money had been expended supplied by the treasury o this island, and things were said to be rapidly approaching the desired crisis, unfortunately for the plans of the conspirators, difficulties broke out in the United States. war ensued and Santa Anna's arrival and "Paredes' consequent flight," completely crushed the schemes of the Spanish government for the time being. Within the last year, however, negotiations have sgain been commenced on the part of Spain and Santa Anna's present opposite conduct; but acceptance of Queen Isabel's Grand Cross and above all, General Arista's curious allusions of an nexation to the United States, which he would appear to prefer to Mexico's becoming a monarchy, all appear to

Upon the General's arrival here from St. Thomas on his way to Vera Cruz, he remained in Havana about two days every attention was shown him by the Spanish authori. tier, a government bank brought him on shore, and he took up his quarters with his friend Don Miguil de Embil. Gen. Canado immediately despatched an officer of rank to com-pliment him upon his arrival, and desired to be informed when he Canedo, could have the honor of an interview with him. Santa Anna replied that he would have first called upon the Captain General, to pay his respects, but that in consequence of his misfortune—(having but one leg)—it inconvenienced him to ascend a staircase; but if he. General Canedo, would appoint some house for the interview, where he (Santa Anna) could see him, without having the trauble to go up stairs, Santa Anna would be happy to meet him. Accordingly, the Captain General's quints, "In Molinas," about three miles out of town, was indicated as a fitting place, and there General Santa Anna was closeted some four hours with General Caneda What there took place, of course, it is impossible to say; but there can be no doubt, if it is true, as is stated, that the Spanish government really contemplate establishing a menarchy in Mexico, Canedo availed himself of that long interview to point out to Santa Anna the advantages which he himself would derive in co operating with the Spanish government in this their long cherished scheme. My own impression is that the pretended interest which the notorious organ of this government, the Diario de la Marina, seems so suddenly to have taken in General Santa Anna and the affairs of Mexico, is all a sham, got up in the hope of persuading the Mexican General into difficulties, and probably another war with the United States, for the purpose solely of calling off the attention of the American people from what is going on in the Leand of Cuba. Santa Anna has, however, had too much experience, and is too wlly a chief to allow himself to be cajoled into anything that could possibly lead to his own destruction. He is now a man upwards of sixty years old beginning to get thred of the pomps and vanities of this wicked world, and that, in returning to Mexico, his sole dea has been to endeavor and raise his country from the wretched state of prostration into which it has fallen. To do this in a country torn to pieces by so many factions, he has been compelled to act with energy and severity. You need, notwithstanding all the cumors to the contrary, have no fear that Mexico will ever become a Spanish monarchy, so long at least as Santa Anna re-

mains in the country. This island appears to be in a perfect state of tranquility. Except the constant disembarkations of slaves from Africa, and extensive preparations for new expeditions to the coast, there is nothing else worth mentioning. The Countess de la Fernandina died very suddenly or the 9th iast, of a fit of apoplexy.

NEWSPAPER ACCOUNTS.

We have already given the names of the members of the new cabinet. We now annex the list of the new forlgn ministers:—

Gen Almonte Washing
J. Ramon Pacheco France
Gen Uraga Prussia.
Castillo Y. Lanzas England.
Manuel Larrainzar Rome.
Buenaventura Viro Madrid.

The following is Mr. Secretary Tornell's letter, banishing Gen. Arista from Mexico:—
Your Excellency—For reasons of the highest policy, among which, that of the nighest importance to the supreme government, which demands its attention, to preserve by any means tranquillity and public order, especially now when critical circumstances have confided fine nation and its high destinies to the President, who, using the faculties which it has conferred upon him, has resolved that your Excellency shall proceed immediately, with the excert he has given you, to embark at Vera Cruz in the English steamer proceeding to Europe in a few days time, with the understanding that your Excellency shall not return without an order from the supreme government; and that while you camain in Europe you will retain your rank in the army and the pay per

taining to it. Accept, your Excellency, protestations of my consideration. G. d. &c. TORNEL. MEXICO, April 27, 1853. To General of Division, Don Mariano Austra.

To this note Gen. Arista made the following important reply, in which he comes out strongly in favor of annasa-tion to the United States:—

reply, in which he comes out strongly in favor of annexation to the United States:

Very Cruz, May 5, 1853.

Your Excellency—Col. Don Miguel Andrade delivered to me at 9 A. M. on the 30th ult., on my eatste of Namac. Amilpa, your Excellency's note of the 27th of April, and at 1 P. M. I was en route to this port, as was required of me. I have just arrived, and will immediately leave the republic to-day.

I cannot conceive how or why there can be any obstacle to preserve tranquillity and public order by my preserce in the country, if it be not that it is made out a crime that I should have maintained some friendly relations in particular with Caravajal and other federalists, North Americans established in the neighborhood of the northern frontier, as such indicates to me the expression made by your Excellency in the note to which I reply, saying that while I remain in Europe I shall enjoy my pay and rank. I should remark that notwithstanding my federal ideas and the sympathies that I have for the Morth American institutions, I have committed not the slightest act that should cause the punishment of exile to be applied to me. I desire the happiness of my country, and attain if I see no road but through federal institutions, and, if it be desired, annexation to the United States in which Mexico will meet an inexhaustible fountain of riches and prosperity, noticulationing she may lose that ground engine. In the meanwhile I must protest, and I protest solemnly against the act of tyranny which falls upon me, and at the proper time I will cemand reparation due for the injuries inflicted on me.

God, &c., MARIANO ARISTA.

To his Excellency the Minister of War, Mexico.

The following, proclamation relates to Gov. Lane's movement:—

The following proclamation relates to Gov. Lane's

PROCLAMATION OF VALENTINE CRUZ, COL. COMMAND

PROCLAMATION OF VALENTINE CRUZ, COL. COMMAND ANT-IN-CHIEF OF THE LINE OF THE RIVER BRAVO TO THE INHABITANTS OF THE FRONTIER. FRONTIERSMEN—The filthy foot of traitors and of pirates has been put upon Mexican soil. Our territory has been invaded by gangs of foreign adventurers, whose nonor is in their pockets, and who know nothing of glory but as it consists is rapine. Will you endure without resistance their vandalism?

Hemember my friends, that the dust we tread on is the sales of worthy Mexicans, who have perished in the war with the savage, or under the fire of foreign rifles; bear in min! what has befallen our compatriots in Upper Callfornia, who have been despoiled of their property, lanced on their hearthstones, led away, persecuted, and assassinated; never forget the story of New Reynosa, whose pacific inhabitants, when asleep, were surprised by a band of these robbers—who crying liberty, yet unprisoned citizens—who promised and guranteed security, and yet robbed the people of all property—who, with the public good in their mouths, were yet only plunderers, &c 1 To arms, frontiersmen! Eather than further suffer disgrace, avenge yourselves—die rather. The republic will admire us. We are the vanguard of the Mexican people. To arms! Let the same warlks peals (of the bell) which announced the triumph of the Mexicans in Matamoras, in Cerralvo, and in Camargo, inspire our ralor to save our honor, and the dignity and integrity of the republic. Frontiersmen, Viva Mejico! Viva the unity of our territory! Death to the traitors and the pirates!

Additional from the West Ludles.

By the arrival of the bark Princeton, Captain Seely, wa

have received advices from Georgetown, Demarara, to the 31st ult., from which we learn that the railway company had succeeded in obtaining the amount of money required to complete the road as for as Mahaica. Crime was decreasing upon the Island.

The tides along the East Coast were excessively high on the morning of Sunday, April 24. The road at Lellandal was under water, and the dam near the lighthouse us in danger of being swept away.

It is stated that 27,613 immigrants and liberated Africans were admitted into the West Indies, and 46,759 into the

Mauritius, within the last four years.

Maulitus, within the last four years.

The Chief Justice of the Supreme Court, Demarars, had sentenced a negro, named Ram Swammy, to be hanged upon the 28th inst. (May.) for the murder of his wife on Plain Mon Repos.

Three persons had been sentenced to death in Berbice, and one in Essequibo. Murders and robberies were of frequent occurrence at both places.

The Union (Free Mason) Lodge, No. 462, was ro opened at Georgetown, upon the 19th of April. It had not met for twenty five years.

DIED.

for twenty five years.

DIED.

On the 10th April, in Barbadoes, the Rev. J. H. Borts sincercely regretted by his relatives and friends.

On Saturday, April 16. in Georgetown. Dem..) John Abern, Esq., native of County of Cork, Ireland, aged 46 years.

Air. McIntosh. a merchant of Berbice, died on board the
Princeton on the 11th inst.

Personal Intelligence.

Among the arrivals yesterday at the Metrocolitan Hotal, were then Louis McLane, of Battimere; Senors D. T. Quinteico, Wm Tessor, and Lewis Virginer besides several other families from Havana, and other parts of

ARRIVALS SHAWARD

In the stramship Black Warrior from Mobile and Havana

—From Mobile—Mreo W Levert and servant, Miss O Levert,
Miss J Suyster, Miss J A Andrews, Misses J and S E Sibler,
Mrs S P Griffin and two children, Mrs S Towell, Miss A

A Griswould, Mrs A Knapp, Miss H Gracie, Mrs C Walsh,
three children and servant, Mrs G Costar and nephow, Mrs Mrs S P Griffin and two children, Mrs S Tewell, Miss M Griswould Mrs A Nuapp, Miss II Gracie Mrs C Walsh, three children and servant Mrs G Corbar and nephew. Mrs W H Hull Miss De Vandel, Miss M M Heevy, Mrs C L Tew and son, Mrs M J Jones, two children and two servants. Mrs H L Reynolds, child and servant. Mrs C Mamford, Mrs P R Mumford, Mrs P W Hould, Mrs H Mrshall, Mrs A Nelson, Miss E Lyman, A Gracie, R W Montgomery, lady, dwc children and two servants. G Martin and lady, J Malcomson and lady. B Cohen, lady, child and servant, G Bobsen and lady. Dr R T Maxwell, Major H Toulmin, U S A, G W Parrish, D F Hardon, F Beering, F Holden, J Maxwell, W Ricarley, C Relsen, nurse and child, J Bartlett T W Dennis J G Othmans, Rev B McGlashan, T Dixon, H M Nell, T J Fettyplace, Judge A Hepkins, J F Weaman, T L Hallott, F Smith and son.

Then Has D Madden, F Avrangolz, Inde, S children and 2 servants. B Barmaroff, J Track Pins, H Rev B McGlashes, T Dixon, H M Nell, T Calle, G Calle, J P Demimendi, F Goose, Fann, B Peres, Calle, G Calle, J P Demimendi, F Goose, Fann, B Peres, Lady, child and servant, F Rus, D Morena, J W Mardens, Lady, child and servant, F Rus, D Morena, J W Mardens, Lady, child and servant, F Rus, D Morena, J W Hardens, Lady, child and servant, F Rus, D Morena, J Comez, A M Ventochmos, R Alfonsa, E Medina, Mrs J de Armae, Mrs M de Armae, Miss M Rodenwalle, F Goose, I Pingo, R Padilla, Miss J Padilla, Miss M Padilla, Miss A Padilla, Miss A Padilla, Miss A Padilla, Miss T Padilla, Miss A Padilla, Miss T Padilla, Miss P Pottal, F Leterick Foole, Mai F Crawe, W G M W Halles, Plorida, from Savannah—C H Buford, C G M Wallace, P Hull, Frederick Foole, Mai F Crawe, W

der and indy, Miss M Hernanden, J Tritte, J Foot D C Tyag—total, 1s2.

In the ateamship Florida, front Savannah—C H Buford, C G M Wallace, P Hull. Frederick Foule. Maj E Crane, W Forter and lady, W King, Capt Rowland, Geo Anderson, Mrs Bradley, Miss A G Bradley. Masters J and P Bradley, Miss Handley and servant, Dr TStewart and lady, Miss Wayne, Miss Dailey, E E Powers, E Bradley, A G Briggs and lady, Miss Majone, Miss Dailey, E E Powers, E Bradley, A G Briggs and lady, Miss Mischell, Miss S W Mitchell, Miss A Butter, Mr Ingersoll and lady, Miss S W Mitchell, Miss A Butter, Mr Ingersoll and lady, Miss S W Mitchell, Miss A Butter, Mr Ingersoll and lady, H Hutchison, Mrs Newman, Mrs King, Miss King, Mrs Anderson and daughter, Miss Monandid, C J Cressey, Mrs Anderson and daughter, Miss Monandid, C J Cressey, H R Herley, Geo W Ford, W Stephens, H Barter and lady, Frederick Scherof, H Ringlain and son, H Barter, Mrs Miss King, Mrs S Pottibone, Mrs L E Butter and child, Mrs A Mills, Miss S Pottibone, Mrs L E Butter and child, Mrs A Mills, Miss S Pottibone, Mrs L E Butter, Miss Mischell, Mrs R Boothe, Mrs Hail, Miss Ward, B Wells, Master I G Wells, P I Dosier, A S Spencer and lady, Miss C North, Miss S Williams, F J North, J C Thornton, G L Raymond, and 166 in the stoerage.

In ship Canden from Charleston-Robert Hiltor, Miss S Hilton, Miss E Hiltop, G Moore, J Hanagar. In ship Germania from Havre-Mr Kudlich and ledy, Chas. Anville.

In bark William; from Matanzas—Mr Louis Morehong.

In brig Pedrara, from Nassau, N.P.—R. Henry Campra,
Vera Foster, Thomas H. Rone. Mrs. M. P. Rone. Rev. Win
Maclure, Mrs. Mark Mary Shooth, Miss. Kuma
Ambrister, A. Mallary, Miss Jane H. Mellary, Miss. Mary C.
Fonter, Captain Israel S. Hodsdon, Mrs. Abby Hodsdon, Capt
Robert T. Nowell,

Larrainzar, who goes to Rome, is now Minister at Washngton, and Viro, who goes to Spain, is now Consul at

CHOLERA IN NEW ORLEANS.—Four deaths oc-curred from cholera in New Orleans during the week sading the 7th inst.